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SEP 10 1929

REPORT

SEP 4 - 1929

OF

THE DIRECTORS

OF THE

BOSTON AND MAINE RAILROAD

TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 10, 1862.

MRB

BOSTON:

HENRY W. DUTTON & SON, PRINTERS,

90 AND 92 WASHINGTON STREET.

1862.

STRAWBOARDS

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ANNUAL REPORT.



The Directors of the Boston and Maine Railroad respectfully submit to the Stockholders the following Report:—

By Table D in this Report it will be seen that the gross revenue from all sources for the year ending May 31, 1882, is \$1,782,487.64

The expenditures of every kind, including depreciation of locomotives and cars, the renewal of rails, ties, &c., is \$1,435,031.14

Net earnings \$347,456.50
Two dividends of 3 per cent each, being deducted, 232,342.00
Leaves a balance undivided of \$115,114.50

It is a matter of regret that we are unable to present a more favorable exhibit of the results of the past year. The cause of this unfavorable condition of things is national, and beyond our control. But it is none the less real—none the less distressing because without remedy.

The same cause, which has operated unfavorably on our road, has had a contrary effect on those roads which are made channels of communication between the large cities and Washington. Ours is a road dependent more upon its local than foreign business. Of the staple products of the country, very little, comparatively, passes over it, except what is consumed in the manufacturing, mechanical, and other industrial pursuits along its line.

ANNUAL REPORT.

THE Directors of the Boston and Maine Railroad respectfully submit to the Stockholders the following Report:—

By Table D in the Appendix, it will be seen that the gross revenue from all sources, for the year ending May 31, 1862, is	-	-	-	\$732,427	64
The expenditures of every kind, including depreciation of locomotives and cars, the renewal of rails, ties, &c., is	-	-	-	442,021	14
Net earnings,	-	-	-	\$290,406	50
Two dividends, of 3 per cent. each, being deducted,				249,342	00
Leaves a balance undivided of	-	-	-	\$41,064	50

It is a matter of regret that we are unable to present a more favorable exhibit of the results of the past year. The cause of this unfavorable condition of things is national, and beyond our control. But it is none the less real—none the less disastrous—because without remedy.

The same cause, which has operated unfavorably on our road, has had a contrary effect on those roads which are made channels of communication between the large cities and Washington.

Ours is a road dependent more upon its local than foreign business. Of the staple products of the country, very little, comparatively, passes over it, except what is consumed in the manufacturing, mechanical, and other industrial pursuits along its line.

SEP 25 1930 W 24 SL Hg priced each 1862, 73-74, 78-79, 84-86, 93-95, 98/99

In consequence of the great scarcity of cotton, that branch of manufacture has furnished much less transportation than usual. Whenever the business of the country shall have resumed its former condition of growth and prosperity, a more favorable statement may be expected.

We would remark here, that from the operation of causes, which may prove temporary, the business of the current year, since May 31st, has proved much more satisfactory than during the corresponding period of the last year.

The particulars of the operations of the road for the past year, and also its present financial condition, may be ascertained by examining the various tables in the Appendix. They have been prepared with great care and labor, by the Treasurer, in compliance with your standing votes on the subject.

In former years, we have received considerable sums of money from the surplus earnings of the Portland, Saco, and Portsmouth Railroad. The same causes, which have unfavorably affected our road, have had a similar effect upon that road. We have had no call upon us to supply funds for the guaranteed dividends, and probably shall not be called upon for that purpose. But, until more prosperous times, we cannot reasonably expect any considerable revenue from that source.

The steamer Daniel Webster, in which this Corporation has an interest, was chartered by the National Government for the purposes of the war, about six months since. It is still retained by the Government. The company owning the steamer will probably receive more under the present contract than she would have earned on her usual route between Portland and Bangor. But her place has not been supplied by any other boat; and the travel, formerly accommodated by that line, has been compelled to adopt other channels of intercourse, possibly to the detriment of the lines of road between Portland and Boston.

By examining the statement of undivided earnings for several years, it will appear that the amount has steadily increased. That amount, however, is not invested in cash or cash assets. This will appear from the following statement:—

The amount actually received from the sale of 41,557 shares of capital stock, as per Table B, is - - \$4,076,974 52

Upon that number of shares dividends were declared in 1850, and there has been no change since.

The construction accounts, showing the cost of the road and equipment, as will appear by the same table, amount to - - - - \$4,292,938 64

Consequently the sum of \$215,964.12 more than was received from the sale of shares has been expended in constructing and equipping the road.

Furthermore, it will appear by Table C that the available assets of the Corporation, of all kinds, amount to - - - - - \$612,784 20

Deduct from this sum the ascertained liabilities, as by same table, - - - - - 199,821 32

This balance being - - - - - 412,962 88

Together with the above sum of - - - - - 215,964 12

Makes the sum of - - - - - \$628,927 00

Which is the amount of undivided earnings, as will appear by Table E.

In other words, of the sum of \$628,927.00, which is the amount of the undivided earnings, as before stated, \$215,964.12 is invested in the construction and equipment of the road; and the balance, being \$412,962.88, is invested in the items of property enumerated in Table C, after deducting from their sum total the ascertained liabilities specified on the opposite page of the same table.

It also appears by the same table, that the Corporation owes only one note of \$22,000.00, balance due for land purchased in Boston. This note will become payable Oct. 1 next, and can

then be paid, without any inconvenience, from the money in the Treasury.

Our liability on account of the Newburyport Railroad, last year, was \$72,239.20. It is now only \$4,140.00, and that is not on interest.

Notwithstanding we have so largely reduced our indebtedness during the past year, we have, at all times, been able to meet the legitimate demands upon the treasury, without hiring money. Thus it appears that, while our financial condition has been easy, there has been but little surplus of money idle in the treasury.

Table F furnishes a comparative statement of the earnings and expenses for the last two years.

The gross receipts for the last year are less than the	
previous year by	- - - - - \$197,723 67
The expenses are less by the sum of	- - - - - 87,707 31

Making the net receipts,	- - - - - \$110,016 36
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less than in the former year. This is more than two dollars and a half per share of the capital stock issued.

Competent persons were appointed, not in the employ or interest of this Corporation, to examine and appraise the fuel, engines, cars, stock on hand, &c. From the reports of these parties, we are satisfied that the appraisal, as set forth in the Appendix, is a fair valuation of the property on hand.

On the morning of July 20, 1861, the inward, wooden freight depot building on Causeway Street, Boston, was mostly destroyed by fire. A new building, 300 by 39 feet, has been erected. The insurance of two thousand dollars on the building was promptly paid. The sum of \$2250, by compromise, has also been received towards payment of the freight destroyed. Although the fire has caused the outlay of perhaps two thousand dollars more than received from insurance; yet, by a change in the location of the building, and by increasing its width, our business facilities have been largely increased.

There is now in process of erection, at South Berwick Junction, a brick engine-house, with slated roof. The old one, alto-

gether inadequate to the wants of the road, had become dilapidated. The turntable at this station was never covered. It was exposed to the weather; and, in storms and ice it was very difficult to operate it. The new structure is intended to give ample room for the engines and shelter the table. Contracts are made so that the cost of the building, exclusive of the foundation, will not much exceed four thousand dollars. A new woodshed is needed at that station, and it is proposed to build one, 200 or 300 feet long.

The northerly abutment of the bridge over the Cochecho River has been rebuilt this summer, in a very substantial manner.

Additional land, at an expense of about 600 dollars, has been purchased at Haverhill. The tracks over the Mystic River are now being entirely relaid with new timber above the action of the tide.

Extensive repairs upon Miller's River and Charles River bridges have been made also.

In the ordinary repairs of the road, about 40,000 cedar ties have been put in place during the past year. The average number for the past seven years has been about 35,000, at an expense of eleven thousand dollars annually. In addition, there is an expenditure of something less than one thousand dollars annually for chestnut switch ties. We have in our road bed, including all the branches, side tracks, &c., now operated by us, not far from 400,000 ties. Their cost, at thirty-two cents each, would amount to \$128,000.00. Should the life of a cedar tie be reckoned at ten years on this road, there will be required an annual outlay of \$12,800.00 to purchase the necessary ties. This may be considered a fair estimate at the prices heretofore paid. For the last five years the expenditure for iron rails has been, on an average, \$20,332.00 annually. From this statement it will be seen that the expense of the ties is, comparatively, a large item in the repairs of the road.

In the past, as in previous years, it has been the purpose of your Directors to keep the bridges, tracks, rolling stock, and station buildings in thorough repair. No expense has been

spared to accomplish this object. Whatever would conduce to the safety or comfort of the travelling public has been cheerfully granted.

On the 21st day of September last, the Directors passed the following vote:—

“Voted, that from and after the 30th day of September inst., in consequence of the depressed state of business and diminished income of the Railroad, a deduction of 10 per cent. be made from the salaries and monthly payments of all officers and employés of the road, whose annual salaries or wages exceed two hundred dollars, until the further order of the Board.”

This reduction commenced on the first day of October, and still continues in operation.

The financial condition of the Corporation is shown in Table C. In it will be found a full and specific statement of every item of assets and liabilities so far as ascertained.

The Treasurer's accounts have been examined, as heretofore, under the supervision of a Committee of the Directors, specially appointed to that duty. The auditor who was employed to examine them reports that they were in all particulars correct.

We have heretofore expressed to you our entire confidence in the comparative value of your property. That confidence is not in the least diminished. Whenever the great industrial pursuits of the country are prosperous, you may safely calculate upon generous returns from your investment.

Respectfully submitted,

By order of the Board of Directors,

F. COGSWELL, *President.*

Boston, Aug. 13, 1862.

APPENDIX.

CONSTRUCTION ACCOUNTS, being cost of Road and Equipment,	
as per Table B, - - - - -	\$4,292,938 64

Wood,	-	-	-	-	-	25,847	25
Oil,	-	-	-	-	-	143	00
Waste,	-	-	-	-	-	120	00
Car-Shop stock,	-	-	-	-	-	14,966	10
Engine-Shop stock,	-	-	-	-	-	11,145	37
Iron rails,	-	-	-	-	-	17,524	58
Ties,	-	-	-	-	-	4,396	74
Coal,	-	-	-	-	-	4,284	00
Stock in Steamboat Daniel Webster,	-	-	-	-	-	3,652	31
						82,079	35

Cash,	-	-	-	-	-	22,953	07
Notes,	-	-	-	-	-	312	73
Freight bills, &c.,	-	-	-	-	-	21,674	23
Rent bills,	-	-	-	-	-	1,096	21
U. S. Post Office Department,	-	-	-	-	-	1,945	82
Sundry accounts, -	-	-	-	-	-	5,918	53
Methuen Branch Rent account,	-	-	-	-	-	4,400	00
Cochecho Railroad,	-	-	-	-	-	383	43
Great Falls and Conway Railroad,	-	-	-	-	-	6	26
Lowell and Lawrence Railroad,	-	-	-	-	-	201	76
Boston and Lowell Railroad,	-	-	-	-	-	432	32
Stoneham Street Railroad,	-	-	-	-	-	79	40
						59,403	76

Boston and Maine Railroad Stock, 500 shares			
bought as investment of surplus,	-	-	50,000 00
Danvers R. R. bonds endorsed by us taken at par,			71,000 00
" " land damage account, secured by			
their bonds,	-	-	758 08
" " as per agreement, -	-	-	25,000 00
Newburyport Railroad, as per agreement,			300,000 00
Great Falls and Conway Railroad bonds, guaran-			
teed by Eastern Railroad in N. H. -	-	-	20,000 00

Assets in Suspense Account, being White Mountain Railroad bonds (\$1014.75), and Freight bills, - - -	4,543 01
	<u>\$4,905,722 84</u>

For the Year ending May 31, 1862.

Cr.

CAPITAL STOCK ACCOUNT—

Received from sale of 41,557 shares, - - \$4,076,974 52

LIABILITIES—

Tax bills—estimated,	-	-	-	7,106 83	
Trusted wages,	-	-	-	65 85	
Uncalled-for wages,	-	-	-	362 46	
Old dividends,	-	-	-	5,521 50	
Sundry accounts,	-	-	-	3,826 37	
Danvers Railroad Rent account,	-	-	-	1,000 00	
Boston, Concord and Montreal Railroad,	-	-	-	2,401 85	
Concord and Claremont	do.	-	-	454 21	
Contoocook River	do.	-	-	59 47	
Manchester North Weare	do.	-	-	8 45	
Northern and Passumpsic	do.	-	-	7,079 08	
Salem and Lowell	do.	-	-	45 84	
Concord, Manch. and Lawrence	do.	-	-	1,833 95	
South Reading Branch	do.	-	-	10,298 46	
Eastern	do.	-	-	6,987 41	
Portsmouth and Concord	do.	-	-	165 49	
Portland, Saco and Portsmouth	do.	-	-	1,793 10	
					49,010 32
Deposit on account of Newburyport R. R. bonds,				2,160 00	
Amount payable on account of Newburyport					
Railroad bonds, as per agreement,	-	-	-	1,980 00	
Notes payable (on acc't land in Boston)	-	-	-	22,000 00	
					26,140 00
Dividend payable July 1, 1862,	-	-	-	-	124,671 00
General Reserve account, being undivided earnings to date,					
as described in Table E,	-	-	-	-	628,927 00

For liabilities not yet adjusted, see Table C.

\$4,905,722 84

B.

*Statement of Capital Stock and Construction Accounts,
May 31, 1862.*

CAPITAL.

Received from sale of 41,557 shares,	-	-	-	\$4,076,974 52
			

CONSTRUCTION.

Graduation and masonry,	-	-	-	884,067 40
Wooden Bridges,	-	-	-	371,468 55
Superstructure, including iron,	-	-	-	984,523 89
Stations, buildings, fixtures and furniture,	-	-	-	520,722 78
Land, land damages and fences,	-	-	-	847,198 08
Engineering and other expenses,	-	-	-	272,388 94
				<hr/> 3,880,369 64

EQUIPMENT.

Locomotives,	-	-	-	195,300 00
Passenger and baggage cars,	-	-	-	73,990 00
Merchandise cars,	-	-	-	143,279 00
				<hr/> 412 569 00
Total cost of Road and Equipment,	-	-	-	<hr/> \$4,292,938 64

007, 1990
007, 1990

C.

*Statement of Assets available for the payment of Debts,
May 31, 1862.*

Cash,	-	-	-	-	-	\$22,953	07
Notes,	-	-	-	-	-	312	73
Freight bills, &c.,	-	-	-	-	-	21,674	23
Rent bills,	-	-	-	-	-	1,096	21
U. S. Post Office Department,	-	-	-	-	-	1,945	82
Sundry accounts,	-	-	-	-	-	5,918	53
Methuen Branch Rent acc't,	-	-	-	-	-	4,400	00
Cochecho Railroad,	-	-	-	-	-	383	43
Great Falls and Conway Railroad,	-	-	-	-	-	6	26
Lowell and Lawrence Railroad,	-	-	-	-	-	201	76
Boston and Lowell Railroad,	-	-	-	-	-	432	32
Stoneham St. Railroad,	-	-	-	-	-	79	40
						59,403	76
Boston and Maine Railroad stock, 500 shares bought as investment of surplus,	-	-	-	-	-	50,000	00
Danvers Railroad bonds, endorsed by us, taken at par,						71,000	00
Danvers Railroad land damage account, secured by their bonds,	-	-	-	-	-	758	08
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in N. H.	-	-	-	-	-	20,000	00
						141,758	00

All other Assets.

White Mountain Railroad bonds,	-	-	-	1,014	75
Freight bills, &c.,	-	-	-	3,528	26
Wood,	-	-	-	25,847	25
Oil and waste,	-	-	-	263	00
Car-Shop stock,	-	-	-	14,966	10
Engine-Shop stock,	-	-	-	11,145	37
Iron rails,	-	-	-	17,524	58
Ties,	-	-	-	4,396	74
Coal,	-	-	-	4,284	00
Steamboat Daniel Webster Stock,	-	-	-	3,652	31
					86,622 36
Newburyport Railroad,	-	-	-	300,000	00
Danvers Railroad,	-	-	-	25,000	00
					325,000 00
					\$612,784 20

*Liabilities May 31, 1862, including Dividend due
July 1, 1862.*

Tax bills—estimated,	-	-	-	\$7,106 83	
Trusted and uncalled-for wages,	-	-	-	428 31	
Old dividends,	-	-	-	5,521 50	
Sundry accounts,	-	-	-	3,826 37	
Danvers Railroad Rent acc't,	-	-	-	1,000 00	
Boston, Conc. and Montreal Railroad,	-	-	-	2,401 85	
Concord and Claremont	do	-	-	454 21	
Contoocook River	do	-	-	59 47	
Manchester and N. Weare	do	-	-	8 45	
Northern and Passumpsic	do	-	-	7,079 08	
Salem and Lowell	do	-	-	45 84	
Concord, Man. and Lawrence	do	-	-	1,833 95	
South Reading Branch	do	-	-	10,298 46*	
Eastern	do	-	-	6,987 41*	
Portsmouth and Concord	do	-	-	165 49	
Portland, Saco and Portsmouth	do	-	-	1,793 10	
					49,010 32
Deposit on acc't of Newburyport Railroad bonds,	-	-	-	2,160 00	
Am't payable on acc't of do	do	do	-	1,980 00	
Notes payable,	-	-	-	22,000 00	
					26,140 00
Dividend payable July 1, 1862,	-	-	-	-	124,671 00
Total ascertained liabilities,	-	-	-	-	\$199,821 32

Liabie as endorsers on \$125,000 Danvers Railroad bonds,
(71,000 of which are owned by this road.)

Suits against the Road.

Two suits of Eben. Smith, for land in Boston, taken in 1844.
Bartlett & Minot, for land damages in Boston in 1844.
Several other suits of small amount.

* This is on account of division of business, &c. We have unadjusted land claims in offset, which are not yet entered specifically in our books.

D.

et, &c.

\$457,483	16	
249,033	79	
12,331	77	
10,623	06	
2,955	86	
<hr/>		732,427 64

69,607	28
9,565	39
3,258	36
17,291	87
30,254	32
12,839	05
7,674	93
11	19
2,727	62
22,084	32
62,699	53
49,191	23
37,949	89
10,524	15
16,605	88
5,726	93
2,139	87
9,200	00
1,706	50
<hr/>	
	371,058 31
<hr/>	
	361,369 33

OTHER EXPENSES.

General expenses, being salaries, law expenses, &c.	\$14,315 93	
Taxes—estimated,	- - - -	13,878 51
Insurance,	- - - -	2,944 09
Rent of Danvers Railroad,	- - - -	7,500 00
		<u>38,638 53</u>
Net, after deducting expenses,	- - -	322,730 80
Charged for renewals of iron,	- - -	18,318 30
“ “ depreciation of locomotives and cars,	14,006 00	
		<u>32,324 30</u>
Net, after deducting expenses, depreciation and iron,	-	<u>\$290,406 50</u>

Miles run by passenger trains,	- - -	409,437
“ “ “ freight trains,	- - -	168,273
“ “ “ wood trains,	- - -	1,349
“ “ “ gravel trains,	- - -	960
“ “ “ extra trains,	- - -	19,029
		<u>599,048</u>
Total miles run,	- - -	599,048

Number of passengers carried in the cars, including passengers to and from other roads,	- - - -	1,620,855
Number of passengers carried one mile, including passengers to and from other roads,	- - - -	24,642,836
Number of passengers carried to and from other roads,	- - -	199,499
Number of passengers carried to and from other roads, one mile,	- - -	7,548,517
Number of tons of merchandise carried in the cars, including merchandise to and from other roads,	- - - -	193,368
Number of tons of merchandise carried one mile, including merchandise to and from other roads,	- - - -	5,552,110
Number of tons of merchandise carried to and from other roads,	- - -	62,303
Number of tons of merchandise carried to and from other roads, one mile,	- - - -	1,811,892
Freight carried for use of the road,	- - - -	67

Express Trains, and where run :

One to Andover.

Two to Reading.

One from Reading to Boston.

E.

Statement of Undivided Earnings, May 31, 1862.

Balance as per Report of May 31, 1861,	-	-	-	\$587,862 50
Earned this year, over expenses, &c., as per Table D,	290,406	50		
Deduct two dividends, 6 per cent,	-	-	249,342	00
Earned this year, over dividends, expenses and depreciation,			41,064	50
Balance, May 31, 1862,	-	-	-	\$628,927 00

F.

Comparative Statement of Earnings and Expenses.

EARNINGS.

	YEAR ENDING MAY 31, 1862.	YEAR ENDING MAY 31, 1861.
Passengers, - - -	\$457,483 16	\$548,730 51
Freight, - - -	249,033 79	341,781 46
Rents, - - -	12,331 77	12,345 42
Mails, - - -	10,623 06	9,735 25
Interest, - - -	2,955 86	8,558 67
P., S. and P. surplus, -	—	9,000 00
	732,427 64	930,151 31

EXPENSES.

Repairs road, - - -	69,607 28	86,479 16
“ bridges, - - -	9,565 39	12,661 51
“ fences, &c. - - -	3,258 36	2,606 80
“ stations, &c. - - -	17,291 87	48,622 61
“ locomotives, - - -	30,254 32	36,645 08
“ pass. and bag. cars, - - -	12,839 05	18,501 44
“ merchandise cars, - - -	7,674 93	9,208 66
“ gravel cars, - - -	11 19	131 82
Removing ice and snow, - - -	2,727 62	3,605 00
Switchmen, gatemen, &c., - - -	22,084 32	22,246 01
Passenger expenses, - - -	62,699 53	70,583 72
Freight “ - - -	49,191 23	59,792 88
Wood, - - -	37,949 89	38,450 75
Sawing wood and pumping, - - -	10,524 15	13,994 79
Oil, - - -	5,726 93	9,677 67
Waste, - - -	2,139 87	2,192 20
Horse power, - - -	9,200 00	9,200 00
Damages and gratuities, - - -	1,706 50	263 00
General expenses, - - -	14,315 93	14,696 51
Taxes, - - -	13,878 51	13,944 69
Insurance, - - -	2,944 09	2,863 87
Danvers Railroad rent, - - -	7,500 00	7,500 00
Coal for locomotives, - - -	16,605 88	28,371 81
	409,696 84	512,239 98
	322,730 80	417,911 33
Deprec'n of locom. and cars, - - -	14,006 00	1,658 00
Renewals of rails, - - -	18,318 30	15,830 47
	32,324 30	17,488 47
	\$290,406 50	\$400,422 86
Miles run,	599,048	663,721

G.

*Exhibit of Locomotives and Cars owned by the Boston and
Maine Railroad, May 31, 1862.*

LOCOMOTIVES.

Names.	Weight.	Diameter of driver.	Diameter of cylinder.	Length of stroke.	Valua- tion.
Antelope,	16 tons,	5 ft. 0 in.	11 $\frac{1}{4}$ in.	22 in.	\$3500 00
Atlantic,	25	5 6	15	22	6500 00
Andover,	26	5 6	15	22	7500 00
Ajax,	27	5	15	24	7500 00
Bangor,	20	5 6	14	18	4000 00
Boston,	20	5	14	18	4000 00
Bay State,	24	5 6	15	20	6000 00
Ballard Vale,	20	5	14	18	5200 00
Cochecho,	12	5	12	18	1400 00
Camilla,	21	5	14	20	5200 00
Dragon,	14	4 6	13 $\frac{1}{2}$	20	4000 00
Dover,	24	4 6	15	20	4000 00
Exeter,	24	4 6	15	20	4000 00
Essex,	24	5 6	15	18	6000 00
Granite State,	24	5 6	15	20	6000 00
Haverhill,	25	5 6	14	22	6000 00
Hinkley,	24	5 6	15	20	6000 00
Hercules,	27	5	16	24	7500 00
Lawrence,	23	5	15	18	5000 00
Massachusetts,	22	5 6	14 $\frac{1}{2}$	18	5500 00
Maine,	25	4 6	15	24	6000 00
Medford,	16	5	11 $\frac{1}{2}$	20	4000 00
Mystic,	21	5	14	20	5000 00
Merrimac,	25	5 6	16	20	6500 00
New Hampshire,	25	4 6	15	24	6000 00
Norris,	25	5 6	15	22	6000 00
Newburyport,	26	5 6	15	22	6000 00
Ogiochook,	20	5	14	18	3800 00
O. W. Bayley,	24	5 6	15	20	6000 00
Portland,	13	5 3	11 $\frac{1}{2}$	20	1600 00
Pacific,	26	5 6	15	22	7000 00
Reading,	13	5	11 $\frac{1}{2}$	20	3200 00
Rockingham,	24	4 6	15	24	5000 00
Swampscot,	14	4 6	13 $\frac{1}{2}$	20	4000 00
Thomas West,	25	5 6	16	20	7000 00
United States,	25	5	15	24	5500 00

Lanterns,	-	-	-	-	-	-	-	\$2500 00
Snow Ploughs,	-	-	-	-	-	-	-	5400 00
								<hr/> \$195,300 00

PASSENGER CARS.

NO.							
0.	1 First Class,	60 seats,	-	-	-	-	\$950 00
1.	1 do.	60 "	-	-	-	-	950 00
2.	1 do.	68 "	saloon,	-	-	-	1250 00
3.	1 do.	70 "	do.	-	-	-	1250 00
4.	1 do.	70 "	do.	-	-	-	1225 00
5.	1 do.	70 "	do.	-	-	-	1275 00
6.	1 do.	60 "	-	-	-	-	1200 00
7.	1 do.	50 "	baggage apartment,	-	-	-	950 00
8.	1 do.	50 "	do. do.	-	-	-	975 00
9.	1 do.	56 "	-	-	-	-	500 00
10.	1 do.	60 "	-	-	-	-	525 00
11.	1 do.	64 "	-	-	-	-	425 00
12.	1 do.	64 "	-	-	-	-	625 00
13.	1 do.	60 "	-	-	-	-	725 00
14.	1 do.	64 "	-	-	-	-	725 00
15.	1 do.	60 "	-	-	-	-	775 00
16.	1 do.	60 "	saloon,	-	-	-	850 00
17.	1 do.	60 "	-	-	-	-	675 00
18.	1 do.	60 "	-	-	-	-	725 00
19.	1 do.	60 "	-	-	-	-	800 00
20.	1 do.	44 "	-	-	-	-	300 00
21.	1 do.	44 "	baggage-room,	-	-	-	675 00
22.	1 do.	60 "	-	-	-	-	950 00
23.	1 do.	60 "	saloon,	-	-	-	1500 00
24.	1 do.	60 "	do.	-	-	-	1125 00
25.	1 do.	60 "	-	-	-	-	1075 00
26.	1 do.	60 "	saloon,	-	-	-	1400 00
27.	1 do.	44 "	-	-	-	-	800 00
28.	1 do.	72 "	-	-	-	-	1375 00
29.	1 do.	60 "	-	-	-	-	1200 00
30.	1 do.	60 "	-	-	-	-	1200 00
31.	1 do.	60 "	-	-	-	-	1200 00
32.	1 do.	72 "	saloon,	-	-	-	1700 00
33.	1 do.	56 "	baggage-room,	-	-	-	975 00
34.	1 do.	44 "	-	-	-	-	825 00
35.	1 Second Class,	32 "	-	-	-	-	600 00
36.	1 First Class,	44 "	-	-	-	-	850 00

37.	1	First Class,	44 seats,	-	-	-	-	\$850 00
38.	1	do.	60 "	-	-	-	-	1125 00
39.	1	do.	60 "	-	-	-	-	1125 00
40.	1	do.	60 "	-	-	-	-	1100 00
41.	1	do.	60 "	saloon,	-	-	-	1125 00
42.	1	do.	60 "	do.	-	-	-	1800 00
43.	1	do.	60 "	-	-	-	-	1350 00
44.	1	do.	60 "	-	-	-	-	1300 00
45.	1	do.	60 "	saloon,	-	-	-	1775 00
46.	1	do.	60 "	-	-	-	-	1650 00
47.	1	do.	60 "	saloon,	-	-	-	1950 00
48.	1	do.	60 "	do.	-	-	-	2200 00
49.	1	do.	60 "	do.	-	-	-	2200 00
50.	1	do.	64 "	-	-	-	-	2250 00
51.	1	do.	64 "	-	-	-	-	2250 00
52.	1	do.	64 "	-	-	-	-	2700 00
53.	1	do.	64 "	-	-	-	-	2700 00
								<hr/>
								\$64,175 00

BAGGAGE CARS.

No. 1,	1	8-wheel,	for passenger baggage,	-	-	-	\$375 00
4,	1	8 "	do. do.	-	-	-	450 00
5,	1	8 "	do. do.	-	-	-	675 00
8,	1	4 "	do. do.	-	-	-	40 00
9,	1	8 "	do. do.	-	-	-	750 00
11,	1	8 "	do. do.	-	-	-	475 00
12,	1	8 "	do. do.	-	-	-	550 00
13,	1	8 "	do. do.	-	-	-	650 00
14,	1	8 "	do. do.	and mails,	-	-	700 00
15,	1	8 "	do. do.	do.	-	-	725 00
16,	1	8 "	do. do.	do.	-	-	700 00
17,	1	8 "	do. do.	do.	-	-	925 00
18,	1	8 "	do. do.	do.	-	-	1100 00
19,	1	8 "	do. do.	do.	-	-	1100 00
		67 Stoves and Fixtures,	-	-	-	-	600 00
							<hr/>
							\$2,815 00

FREIGHT CARS.

111 Long Box Cars,	-	-	-	-	-	-	\$44,400 00
10 Short do.	-	-	-	-	-	-	1,620 00
132 Long Platform Cars,	-	-	-	-	-	-	46,464 00

78 Short Cars,	-	-	-	-	-	\$11,856 00
50 Dumping Brick Cars,	-	-	-	-	-	7,500 00
30 " Coal "	-	-	-	-	-	6,240 00
19 " Gravel "	-	-	-	-	-	1,140 00
6 Old Platform Short Cars,	-	-	-	-	-	300 00
11 Cars for moving wood,	-	-	-	-	-	330 00
34 " " " rails and sleepers,	-	-	-	-	-	680 00
4 " " " stones, &c.	-	-	-	-	-	100 00
1 Dump Car for grading,	-	-	-	-	-	30 00
22 Hand Cars, -	-	-	-	-	-	1,430 00
Side Boards for ice, coal and brick cars,	-	-	-	-	-	400 00
40 Short Box Cars,	-	-	-	-	-	11,040 00
17 Long Box Cars,	-	-	-	-	-	5,545 00
15 Long Platform Cars,	-	-	-	-	-	3,390 00
3 Short Box Cars,	-	-	-	-	-	600 00
2 Short Platform Cars,	-	-	-	-	-	214 00
						<hr/>
						\$143,279 00

RECAPITULATION.

Locomotives, -	-	-	-	-	-	\$195,300 00
Passenger Cars, -	-	-	-	-	-	64,175 00
Baggage Cars, -	-	-	-	-	-	9,815 00
Freight Cars, -	-	-	-	-	-	143,279 00
						<hr/>
						\$412,569 00

H—No. 1.

Receipts from Passengers, Rents, Mails, and Interest, Monthly, for the year ending May 31, 1862.

	1861. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1862. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	5,882 93	7,384 31	7,722 23	6,896 88	7,175 45	6,417 86	5,193 78	4,404 86	4,432 97	5,001 47	6,076 95	6,195 12	72,784 81
Somerville, -	40 95	72 85	42 70	-	10 65	48 60	40 10	23 85	32 30	41 60	53 55	51 70	458 85
Medford, -	67 50	88 60	73 90	61 90	56 40	58 20	65 20	56 00	58 80	63 60	62 50	59 90	772 50
Malden, -	136 43	211 66	218 96	185 29	217 45	181 28	156 64	154 65	162 97	181 32	154 51	173 98	2,135 14
Weymouth, -	74 72	93 37	95 11	89 01	80 31	102 26	60 07	59 26	73 18	61 54	66 24	97 76	952 86
Melrose, -	128 93	156 85	157 36	144 40	144 67	152 28	123 53	94 15	101 45	111 75	116 18	121 32	1,552 87
Stoneham, -	73 95	92 90	80 20	63 00	68 75	67 10	57 35	46 70	44 30	48 55	66 60	85 70	795 10
South Reading, -	235 40	272 15	303 15	256 50	247 45	245 75	207 65	161 30	195 05	226 85	255 65	222 47	2,829 37
Reading, -	297 68	376 95	380 31	310 03	282 35	345 00	250 68	191 70	199 09	220 33	325 23	345 73	3,595 08
Wilmington, -	63 03	70 60	60 56	51 10	63 21	69 03	60 50	51 53	43 08	67 93	60 80	61 20	722 57
Ballardvale, -	156 95	214 85	173 40	159 75	146 65	141 00	126 80	100 80	133 35	140 65	176 15	132 40	1,802 75
Andover, -	609 45	833 20	1,100 22	655 10	598 15	684 25	533 50	456 80	456 70	589 30	535 13	568 70	7,640 50
South Lawrence, -	792 73	839 21	1,101 75	816 96	930 63	848 89	752 60	516 68	379 20	536 20	681 65	647 03	8,836 53
North Lawrence, -	1,088 50	1,795 80	1,318 60	1,192 62	1,067 45	1,035 15	832 12	698 22	680 14	882 35	1,074 55	1,050 70	12,736 20
North Andover, -	255 18	281 73	330 81	259 78	298 75	255 88	239 83	202 23	182 07	195 43	251 71	216 43	2,969 83
Bradford, -	113 08	155 95	165 83	139 28	142 95	145 68	101 85	72 15	75 15	86 38	114 83	104 20	1,417 33
Haverhill, -	1,037 70	1,205 73	1,521 50	1,251 28	1,233 27	1,198 07	1,015 00	908 16	861 19	1,138 08	1,312 35	1,218 33	13,900 66
Atkinson, -	68 18	96 03	192 68	148 75	133 45	84 60	66 75	51 50	49 65	63 13	113 68	70 60	1,139 00
Plaistow, -	55 45	57 20	111 50	85 89	86 98	69 03	79 93	44 35	35 43	31 90	65 25	62 98	785 89
Newton, -	59 08	96 28	120 23	82 65	87 40	78 08	62 66	57 83	41 87	59 94	81 05	70 56	897 63
East Kingston, -	145 30	146 67	287 75	186 65	197 75	166 27	171 27	102 40	89 95	127 60	129 96	139 55	1,891 12
Exeter, -	613 65	665 98	821 70	696 83	656 92	617 68	566 40	456 70	343 30	581 87	597 89	533 99	7,142 91
South Newmarket, -	94 02	91 95	123 04	135 25	112 82	112 80	96 67	78 77	73 45	87 87	81 63	99 02	1,173 29
P. and C. Junction, -	328 80	320 35	513 80	382 35	313 90	268 30	230 30	115 85	108 55	126 85	159 55	145 85	3,013 95
Newmarket, -	237 40	344 87	405 29	359 74	309 12	283 05	254 20	235 96	216 70	271 14	289 45	258 30	3,465 22

Durham, -	78 38	122 80	177 91	113 16	109 05	131 40	127 06	67 94	62 05	84 99	125 58	87 35	1,287 67
Dover, -	805 58	876 14	1,370 80	1,175 55	959 93	788 65	745 45	615 62	612 90	692 20	744 55	806 98	10,194 35
Great Falls, -	509 95	480 40	620 50	575 09	449 20	415 97	423 25	296 35	274 35	355 65	473 70	459 75	5,334 16
Rollinsford, -	63 50	93 20	103 28	90 65	63 35	55 50	35 60	35 55	32 85	64 65	65 95	70 35	774 43
Salmon Falls, -	139 00	197 20	267 15	247 40	193 95	190 05	217 20	127 55	103 35	136 15	175 00	194 17	2,188 17
S. B. Junction, -	7 30	5 15	12 10	12 40	13 20	13 55	3 50	5 20	5 60	8 60	7 20	7 50	101 30
Lynnfield, -	28 95	33 25	36 85	31 75	28 50	36 95	27 25	29 90	26 55	33 10	35 90	35 10	384 05
Collins St. -	27 45	36 75	32 85	38 50	59 70	31 25	28 90	20 70	27 20	26 25	40 25	26 35	396 15
N. Danvers, -	169 97	170 00	203 39	164 69	172 40	183 74	147 85	151 15	144 85	171 55	209 35	156 55	2,045 49
W Topsfield, -	74 75	92 95	97 05	114 45	82 35	100 40	62 65	65 75	65 00	86 15	84 55	85 35	1,011 40
Boxford, -	29 60	49 70	40 80	32 90	23 20	29 45	24 70	21 00	15 55	23 98	26 10	20 90	337 88
Georgetown, -	106 60	97 55	141 40	108 20	112 45	123 20	96 50	94 00	81 80	94 90	130 20	108 55	1,925 35
Groveland, -	109 30	162 35	201 45	146 35	117 71	126 30	112 91	102 38	98 60	118 33	164 38	132 78	1,592 84
Haverhill Bridge, -	162 10	193 05	242 03	217 80	191 80	236 15	192 98	176 75	183 33	186 30	197 75	189 63	2,369 67
Byfield, -	51 65	50 80	100 55	77 90	68 70	73 30	42 97	42 05	24 25	48 00	61 42	55 65	697 24
Newburyport, -	541 03	559 47	901 06	753 77	614 52	624 53	423 87	373 15	367 55	429 38	557 03	658 72	6,804 08
Total Local, -	15,562.10	19,186.80	21,974.75	18,511.55	17,922.92	16,836.48	14,098.02	11,567.44	11,195.67	13,549.81	15,991.95	15,828.70	192,226 19
Commutation, -	19,378.90	4,054.59	4,161.33	16,950.96	3,844.23	3,874.13	17,090.41	4,127.10	2,992.81	16,340.14	4,257.92	4,179.18	101,251 70
Conductors, -	4,046.05	5,160.60	4,958.15	4,550.40	4,148.75	4,184.85	4,239.70	3,528.40	3,217.70	3,757.40	4,098.20	4,211.85	50,102 05
Connecting Roads, -	7,820.68	9,746.84	12,343.00	10,437.58	9,369.10	8,040.81	7,575.04	13,485.44	6,109.16	7,473.29	8,187.84	7,890.08	108,478 86
Total Passengers, -	46,807.73	38,148.83	43,437.23	50,450.49	35,285.00	32,936.27	43,003.17	32,708.38	23,515.34	41,120.64	32,535.31	32,109.81	452,058 80
Rents, -	973.33	1,026.28	1,033.33	1,008.33	1,033.33	1,209.90	1,028.33	993.33	1,033.33	1,028.83	1,033.33	930.12	12,331 77
Mails, -	829.84	799.17	856.67	1,022.90	859.59	939.57	783.83	882.16	934.58	834.57	945.60	934.58	10,623 06
Interest, (av. per mo.) -	246.33	246.33	246.32	246.32	246.32	246.32	246.32	246.32	246.32	246.32	246.32	246.32	2,955 86
Total, -	48,557.23	40,920.61	45,573.55	52,728.04	37,424.24	35,332.06	45,061.65	34,830.19	25,729.57	43,230.36	34,761.16	34,220.83	477,969 49

H—No. 2.

Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1862.

Months.	Portsmouth and Concord.	S. & Lowell via W. Junction.	S. & Lowell via Danvers R. R.	Concord, Manchester & Law.	Trustees of C. & C. R. R.	Manchester and N. Weare.	Conitocook Valley.	Boston, Concord and Montreal.	Northern R. R.
June, 1861,	-	234 35	156 01	941 86	36 58	36 96	37 52	221 36	60 00
July,	-	287 74	151 74	1,133 54	41 36	48 76	39 44	358 35	86 25
August,	-	381 49	175 88	1,148 03	71 50	63 80	71 43	552 75	87 25
September,	-	248 27	202 24	1,006 61	56 63	29 92	30 00	422 59	91 75
October,	-	228 78	156 93	926 53	49 72	24 20	28 94	257 57	72 25
November,	-	237 17	164 78	749 66	50 72	42 02	40 19	226 10	70 50
December,	-	182 85	163 54	737 24	47 84	28 50	36 56	176 00	72 00
January, 1862,	79 30	159 80	283 13	675 26	31 25	18 00	21 78	146 44	36 00
February,	-	142 69	170 98	654 72	25 20	18 81	23 81	122 71	29 00
March,	-	159 82	168 01	751 74	23 00	21 84	34 56	176 60	32 50
April,	-	240 68	147 35	827 75	45 31	27 12	31 50	202 23	62 00
May,	-	253 87	151 34	843 59	46 06	20 75	32 31	259 13	75 00
Total, -	-	2,757 51	2,091 93	10,396 53	525 17	380 68	428 04	3,121 83	774 50

Months.	Passumpsic R. R.	Vermont Central.	Cochecho R. R.	Great Falls and Conway.	P., S. and P. (Way Tickets.)	P., S. and P. (Through.)	Stoncham Street.	Total.
June, 1861,	40 92	48 78	362 72	194 55	626 30	4,567 92	254 85	7,820 68
July,	62 48	56 35	975 93	238 36	807 45	5,135 09	324 00	9,746 84
August,	62 70	56 25	1,527 33	326 89	975 00	6,581 15	251 55	12,343 00
September,	69 08	57 39	817 15	279 95	678 80	6,198 35	248 85	10,437 58
October,	50 60	51 94	479 90	201 16	630 51	5,939 62	270 45	9,369 10
November,	48 40	64 00	339 21	221 31	643 95	4,834 55	308 25	8,040 81
December,	38 00	37 88	286 50	199 26	530 70	4,764 67	283 50	7,575 04
January, 1862,	41 50	29 25	211 02	111 04	448 05	10,958 57	235 05	13,485 44
February,	27 50	21 50	207 34	104 73	365 35	3,900 18	223 50	6,109 16
March,	40 00	34 00	263 96	193 61	475 95	4,720 32	261 00	7,473 29
April,	65 75	42 72	328 30	146 96	543 20	4,969 90	354 15	8,187 84
May,	64 75	49 00	368 82	138 76	513 06	4,545 59	407 40	7,890 08
Total, -	611 68	549 06	6,168 18	2,356 58	7,238 32	67,115 91	3,422 55	108,478 86

II—No. 3.

Receipts from Freight Monthly, for the year ending May 31, 1862.

	1861. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1862. Jan.	Feb.	March.	April.	May.	Total.
Boston,	6400 00	5341 28	7278 87	5474 74	6301 36	5754 37	5942 86	4219 46	4280 42	4750 77	5697 68	7896 85	69,338 66
Malden,	-	8 07	8 09	1 86	15 98	17 36	63 75	30 34	23 75	19 44	39 37	49 13	239 32
Melrose,	-	9 12	499 30	212 95	13 33	150 35	115 80	5 59	12 72	5 51	19 47	243 45	1,297 61
South Reading,	-	192 70	46 03	100 38	92 26	201 54	200 88	184 70	20 59	118 78	54 50	288 25	1,659 15
Reading,	-	33 59	56 21	22 65	232 08	86 34	63 05	33 57	24 96	40 48	80 54	67 39	817 56
Wilmington,	-	90 62	80 13	19 42	2 31	20 02	29 03	6 29	4 00	1 50	5 29	15 06	278 07
Ballardvale,	-	447 58	506 00	223 81	275 60	520 28	803 18	283 74	243 59	225 21	364 84	218 22	3,794 50
Andover,	-	306 00	738 56	630 28	288 62	292 70	249 21	202 28	163 13	184 78	329 59	455 55	4,596 42
North Lawrence,	-	3221 09	2612 32	3268 60	3364 86	1524 00	2068 04	1630 71	1749 47	1487 48	1743 79	2518 82	28,589 55
North Andover,	-	80 74	95 03	117 28	385 64	547 03	307 55	92 53	152 96	129 25	369 36	198 84	2,641 43
Bradford,	-	38 41	38 40	30 21	35 54	46 23	33 12	22 97	23 21	26 11	92 25	31 03	468 89
Haverhill,	-	1298 04	976 06	1367 00	1428 17	1403 35	1322 12	1299 33	1524 18	1737 25	1746 30	1897 55	17,160 39
Plaistow,	-	148 82	163 25	90 28	138 39	18 68	90 40	100 13	61 08	121 89	125 97	131 56	1,372 75
Newton,	-	134 14	81 99	72 17	89 46	59 32	145 79	101 01	100 73	87 05	125 45	117 74	1,203 09
East Kingston,	-	188 41	269 79	164 52	198 17	115 17	105 36	109 38	81 69	110 11	180 16	63 94	1,710 08
Exeter,	-	429 56	358 71	438 01	424 35	501 67	550 13	286 18	361 53	358 39	412 78	500 25	5,105 05
South Newmarket,	-	88 02	74 27	102 11	114 16	133 14	79 37	70 14	97 24	133 21	196 51	203 61	1,352 41
P. and C. Junction,	-	43 12	36 71	66 10	61 80	40 48	29 83	73 64	34 91	51 96	63 02	99 29	653 96
Newmarket,	-	226 72	199 27	135 22	217 92	271 58	323 70	250 18	325 77	344 87	336 08	219 37	3,169 47
Durham,	-	26 86	15 53	30 70	32 62	32 14	20 53	30 58	24 26	28 46	60 47	63 25	407 12
Dover,	-	388 59	450 39	517 23	650 04	782 73	702 46	799 52	892 07	1214 89	1055 19	989 73	9,085 71
Salmon Falls,	-	208 54	175 01	174 96	230 46	189 94	512 12	242 23	114 44	240 32	170 13	264 40	2,588 95
Great Falls,	-	617 79	505 24	627 12	578 78	577 84	552 19	669 19	478 24	566 46	482 22	623 10	6,839 89
S. Berwick Junc.	-	209 04	182 88	365 03	573 44	473 10	381 54	175 84	129 47	211 70	229 10	187 75	3,328 52
Lynnfield,	-	15 98	9 74	10 10	25 36	16 20	3 43	9 40	3 23	15 62	13 97	8 54	135 73

W. Danvers, -	8 94	25 54	21 19	21 02	204 47	15 30	15 26	10 60	17 23	19 49	13 87	23 43	396 34
Danvers, -	30 01	34 99	41 18	63 14	42 53	34 25	18 26	12 37	17 55	38 15	25 69	39 50	397 62
Topsfield, -	70 84	41 15	34 17	54 25	59 40	62 24	48 12	32 60	31 45	72 87	54 85	68 28	630 22
Boxford, -	15 91	17 57	10 50	13 65	14 94	12 60	5 50	24 35	4 62	7 15	16 45	9 64	152 88
Georgetown, -	116 92	168 85	200 24	250 09	289 92	197 98	107 50	86 05	64 67	236 80	267 77	228 96	2,215 75
Groveland, -	108 10	55 69	88 34	163 06	131 80	99 22	172 28	178 18	147 11	108 33	119 84	148 31	1,520 26
Haverhill Bridge, -	48 04	37 03	51 77	42 26	58 90	45 11	31 36	30 81	35 41	37 43	40 99	42 49	501 60
Byfield, -	32 84	46 24	18 00	31 32	19 87	28 10	46 83	57 04	16 76	61 20	52 42	66 68	477 30
Newburyport, -	720 73	743 57	506 70	641 70	829 46	683 09	782 34	646 70	490 29	547 74	937 95	772 58	8,307 85
Total Local, -	16,017.99	14,690.80	17,045.18	16,331.25	17,289.24	14,817.44	15,069.16	11,853.34	11,752.73	13,340 57	15,533.86	18,752.54	182,484 10
Connecting Roads,	4,665.01	3,517.75	5,037.72	3,696.63	5,007.43	4,470.40	5,155.09	6,535.44	5,029.51	5,341.29	5,130.43	5,631.75	59,208 45
	20,683.00	18,208.55	22,082.90	20,027.88	22,296.67	19,287.84	20,224.25	18,388.78	16,782.24	18,681.86	20,654.29	24,374.29	241,692 55

H—No. 4.

Receipts from Connecting Railroad Freight, for the year ending May 31, 1862.

Months.	S. & Low- ell R. R.	Conc. Man. and Law.	Trustees of C. & C.	Man. & N. Weare.	Contoocook Valley.	B., Conc. and Mont.	Northern R. R.	Passump. R. R.	Vermont Central.	Portsm'th and Conc.	Cochecho R. R.	Port, Saco and Ports	Total.
June, 1861,	29 78	2261 23	114 79	123 41	71 45	460 70	71 75	133 87	450 35	116 34	510 56	320 78	4665 01
July,	20 66	1628 97	101 52	97 89	77 35	553 08	-	25 30	146 84	95 67	545 47	225 00	3517 75
August,	33 63	2865 41	158 04	92 00	72 61	463 88	57 42	126 84	199 06	179 48	591 24	198 11	5037 72
September,	22 00	1675 74	293 84	67 80	77 78	526 20	6 30	27 08	150 30	221 58	350 50	277 51	3696 63
October,	36 19	2527 02	158 90	87 29	69 55	907 23	18 00	37 96	428 99	224 98	409 33	101 99	5007 43
November,	20 40	1775 31	124 98	101 14	95 91	861 56	-	96 28	410 08	155 24	569 50	260 00	4470 40
December,	16 78	2064 51	216 42	100 60	97 53	711 33	17 44	279 80	476 04	242 09	448 10	484 45	5155 09
January, 1862,	22 33	2028 29	149 60	94 26	63 70	877 16	9 00	378 05	400 18	149 16	381 20	1982 51	6335 44
February,	37 15	1851 30	152 78	68 66	81 59	689 47	56 01	468 19	416 69	105 25	337 44	764 98	5029 51
March,	57 82	1957 32	221 56	66 56	112 98	960 96	23 16	332 25	420 12	242 83	507 65	438 08	5341 29
April,	122 11	2225 89	259 33	79 58	109 24	933 23	53 04	38 72	305 26	226 36	494 36	283 31	5130 43
May,	40 46	2146 18	290 13	122 26	129 80	1250 45	111 81	95 22	364 11	249 25	678 34	143 74	5621 75
Total,	459 31	25,007 17	2241 89	1101 45	1059 49	9195 25	423 93	2039 56	4168 02	2208 23	5823 69	5480 46	59,208 45

RECAPITULATION OF TABLE H.

Local Passengers, as per H, No. 1, -	-	-	-	\$192,226 19
Commutation Tickets, as per H, No. 1, -	-	-	-	101,251 70
Conductors, as per H, No. 1, -	-	-	-	50,102 05
Connecting Roads, as per H, No. 2, -	-	-	-	108,478 86
				<u>452,058 80</u>
Add Methuen Branch Rent, Passenger proportion, -	-	-	-	1,975 00
Add Receipts from division of Passenger business with Lowell line, and miscellaneous, -	-	-	-	3,449 36
Total Passenger Earnings, -	-	-	-	<u>457,483 16</u>
Local Freight, as per H, No. 3, -	-	-	182,484 10	
Connecting Roads, as per H, No. 4, -	-	-	59,208 45	
			<u>241,692 55</u>	
Add Methuen Branch Rent, Freight proportion, -	-	-	5,725 00	
Add Receipts from division of Freight business with Lowell line, and miscellaneous, -	-	-	1,616 24	
Total Freight Earnings, -	-	-	-	<u>249,033 79</u>
Rents, as per H, No. 1, -	-	-	-	12,331 77
Mails, as per H, No. 1, -	-	-	-	10,623 06
Interest, as per H, No. 1, -	-	-	-	2,955 86
Total Earnings for the year, -	-	-	-	<u>\$732,427 64</u>

I.

Statement of Pay Rolls, May, 1862.

Names.			Per Month.		Per Year.
PASSENGER CONDUCTORS.					
J. W. Aborn,	-	-	\$54 00	-	\$648 00
Nathan Carter,	-	-	45 00	-	540 00
C. S. Dinsmore,	-	-	45 00	-	540 00
O. Hamilton,	-	-	54 00	-	648 00
Daniel Nason,	-	-	54 00	-	648 00
W. T. Plaisted,	-	-	54 00	-	648 00
J. L. Smith,	-	-	54 00	-	648 00
Hollis Smart,	-	-	54 00	-	648 00
Moses Swasey,	-	-	45 00	-	540 00
Ansell Tucker,	-	-	54 00	-	648 00
M. E. Wood,	-	-	54 00	-	648 00
FREIGHT CONDUCTORS.					
J. C. Boyden,	-	-	45 00	-	540 00
A. Davis,	-	-	36 00	-	432 00
H. Gilman,	-	-	45 00	-	540 00
G. Miller,	-	-	45 00	-	540 00
T. Twombly,	-	-	45 00	-	540 00
ENGINEMEN.					
M. D. L. Dinsmore,	-	-	54 00	-	648 00
W. H. Emery,	-	-	58 50	-	702 00
G. G. Folsom,	-	-	58 50	-	702 00
W. P. Furnald,	-	-	58 50	-	702 00
S. S. Garland,	-	-	58 50	-	702 00
E. W. Matthews,	-	-	54 00	-	648 00
John A. Owen,	-	-	58 50	-	702 00
T. O. Page,	-	-	58 50	-	702 00
James C. Paul,	-	-	58 50	-	702 00
H. F. Pasho, Jr.	-	-	58 50	-	702 00
D. N. Pasho,	-	-	58 50	-	702 00
C. K. Pemberton,	-	-	58 50	-	702 00
George Poor,	-	-	58 50	-	702 00
Samuel Poor,	-	-	58 50	-	702 00
H. B. Potter,	-	-	58 50	-	702 00

Names.			Per Month.		Per Year.
James B. Rice,	-	-	58 50	-	702 00
Charles Swazey,	-	-	45 00	-	540 00
John F. Sanborn,	-	-	58 50	-	702 00
Joseph Seavey,	-	-	58 50	-	702 00
William Smith,	-	-	58 50	-	702 00
W. H. Smith,	-	-	54 00	-	648 00
R. K. Smith,	-	-	58 50	-	702 00
Geo. F. Smith,	-	-	49 50	-	594 00
Geo. W. Stevens,	-	-	54 00	-	648 00
John B. Stone,	-	-	54 00	-	648 00
J. L. Webster,	-	-	49 50	-	594 00

TICKET MASTERS AND STATION AGENTS.

*A. W. Eaton,	Boston, (employs assistant whom he pays,) -	90 00	-	1080 00
J. Parks,	Charlestown, -	5 00	-	60 00
W. D. Barnett,	Somerville, -	31 50	-	378 00
J. Gowing, Jr.	Medford, -	35 10	-	421 20
*†A. Sherman,	" Park Street,	17 56	-	210 60
B. R. Leavitt,	Malden, -	40 50	-	486 00
†A. Lynde,	Wyoming, -	23 40	-	280 80
†S. F. Barrett,	Melrose, -	36 00	-	432 00
†Geo. C. Cross,	Stoneham, -	27 00	-	324 00
*†N. Cowdrey,	Greenwood, -	6 25	-	75 00
†J. Danforth,	Lynnfield, -	13 50	-	162 00
S. Wolcott,	West Danvers, (also tends signal,) -	20 25	-	243 00
†C. Tapley,	Danvers Centre, -	13 50	-	162 00
†J. Wilkins,	Collins Street, -	13 50	-	162 00
F. A. Wentworth,	North Danvers, -	31 50	-	378 00
A. Harrigan,	Putnamville, -	10 00	-	120 00
†F. P. Merriam,	Topsfield, -	27 00	-	324 00
†John Hale, Jr.	Boxford, -	13 50	-	162 00
S. P. Lake,	Georgetown, -	31 50	-	378 00
†B. S. Rogers,	Byfield, -	16 66 $\frac{2}{3}$	-	200 00
J. P. Coombs,	Newburyport, -	45 00	-	540 00
†Geo. P. Carleton,	Groveland, -	27 00	-	324 00
†H. Amazeen,	Haverhill Bridge, -	27 00	-	324 00
J. Towle,	South Reading, -	36 00	-	432 00
C. Temple,	Reading, -	45 00	-	540 00
†George Slack,	Wilmington, -	22 50	-	270 00
J. H. Bacheller,	Wilm. Junc. (tends signal)	15 00	-	180 00

Names.			Per Month.		Per Year.
I. O. Blunt,	Ballardvale,	-	36 00	-	432 00
E. S. Merrill,	Andover,	-	36 00	-	432 00
*James Clark,	So. Lawrence,	-	40 50	-	486 00
*O. Wheeler,	No. Lawrence,	-	40 50	-	486 00
†L. Sawyer,	No. Andover,	-	36 00	-	432 00
†J. S. Bancroft,	Bradford,	-	31 50	-	378 00
J. Flanders,	Haverhill,	-	45 00	-	540 00
†J. Irving,	Atkinson,	-	5 00	-	60 00
†J. N. George,	Plaistow,	-	27 00	-	324 00
J. G. George,	"	-	5 00	-	60 00
†S. Rowell,	Newton,	-	18 00	-	216 00
†J. B. Morrill,	East Kingston,	-	23 40	-	280 80
Geo. G. Smith,	Exeter,	-	36 00	-	432 00
†B. P. Roberts,	S. Newmarket,	-	31 50	-	378 00
I. M. Clark,	P. & C. Junction,	-	16 66 $\frac{2}{3}$	-	200 00
†*G. A. Bennett,	Newmarket,	-	31 50	-	378 00
†J. B. George,	Durham,	-	36 00	-	432 00
Wm. Tredick,	Dover,	-	36 00	-	432 00
J. T. Furber,	Great Falls,	-	45 00	-	540 00
E. S. Nowell,	Salmon Falls,	-	45 00	-	540 00
A. W. Clark,	S. B. Junction,	-	36 00	-	432 00

All the above, excepting those marked *, are also station and freight agents. Those marked † do all the work required at the station, including the switches. †* Also tends gates. *† Performs all the labor required, but does not sell tickets.

FIREMEN.

27 men, averaging each, - - 31 83

TRAIN BAGGAGE MASTERS.

10 men, averaging each, - - 33 95

BRAKEMEN.

17 men, averaging each, - - 31 50

DRAW TENDERS.

2 at Boston, each, - - 31 50

1 at Medford, - - 27 00

GATEMEN.

3 in Boston, each, - - 30 00

2 in Malden, each, - - 17 50

3 in South Reading, each, - - 11 80

1 in Charlestown, (also tends draw,) - 36 00

Names.		Per Month.	Per Year.
1 in Somerville, (two gates)	- -	27 00	
1 in Reading,	- -	16 66 $\frac{2}{3}$	
2 in Lawrence, each,	- -	20 00	
1 in Haverhill,	- -	13 50	
2 in Exeter and E. K., each,	- -	8 67	

SIGNAL MEN.

1 at Charlestown,	- -	22 50	
1 at Newburyport,	- -	23 40	

SWITCHMEN.

3 in Boston, each,	- -	32 25	
6 in Lawrence, each,	- -	25 25	
1 in Medford, (Junction),	- -	31 50	
1 in South Reading, do.	- -	21 60	
1 in Bradford,	- -	27 00	
1 in Haverhill,	- -	31 50	
1 in East Kingston,	- -	27 00	
1 at Madbury,	- -	15 00	
1 at Dover,	- -	27 00	
1 at South Berwick, (Junction),	- -	23 40	

WATCHMEN.

2 at Boston Passenger Station, each,	- -	29 70	
2 at " Engine House, "	- -	33 75	
4 at " Freight Houses, "	- -	35 44	
1 at " (wood),	- -	27 00	
1 at Medford,	- -	27 00	
1 at Reading,	- -	27 00	
5 at Lawrence, each,	- -	27 00	
2 at Haverhill, "	- -	29 00	
2 at Great Falls, "	- -	27 00	
1 at S. B. Junction,	- -	27 00	
1 at Newburyport,	- -	27 00	
4 on Bridges, each,	- -	27 00	

ENGINE SHOP.

35 men, each, (including N. G. Paul's salary of \$1350 per annum,)	- -	43 31	
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CAR SHOP.

38 men, each, including M. C. Andrews's salary of \$1080 per annum,)	- -	36 10	
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Names.		Per Month.	Per Year.
REPAIRS OF ROAD.			
N. Whittier, Bridge Inspector,	-	45 00	540 00
E. A. Smith, Roadmaster,	-	67 50	810 00
John Bailey, do.	-	60 00	720 00
141 men, averaging each,	-	29 65	
BOSTON PASS. STATION AND CAR HOUSE.			
C. E. Hall, Transportation Master,	-	75 00	900 00
E. Weymouth, Assistant,	-	45 00	540 00
A. Currier, Baggage Master,	-	45 00	540 00
F. Nourse, do. do.	-	36 00	432 00
Wm. Knights, do. do.	-	31 50	378 00
11 Laborers, averaging each,	-	28 46	
BOSTON FREIGHT HOUSES.			
W. J. Merriam, Freight Agent,	-	112 50	1350 00
J. B. Gillett, Book-keeper,	-	82 50	990 00
M. Patee, Cashier,	-	60 00	720 00
A. Caldwell, do.	-	54 00	648 00
4 Clerks, each,	-	38 75	
3 Loading Agents, each,	-	43 50	
9 Receiving and Delivering Agents, each,	-	32 51	
22 Laborers, each,	-	25 74	
GREENWOOD STATION.			
1 Signal Man,	-	23 40	280 80
READING STATION.			
1 Switchman,	-	27 00	324 00
2 Laborers, each, (load freight, clean cars, &c.)	-	23 63	
ANDOVER STATION.			
1 Freight Clerk,	-	22 50	270 00
1 Baggage Master,	-	27 00	324 00
LAWRENCE STATION.			
D. Hardy, Station and Freight Agent,	-	54 00	648 00
1 Freight Clerk,	-	23 40	280 80
2 Baggage Masters, each,	-	31 50	
10 Laborers, each,	-	23 75	
HAVERHILL STATION.			
3 Laborers, each,	-	31 33	
EXETER STATION.			
3 Laborers, each,	-	29 10	

Names.			Per Month.		Per Year.
P. AND C. JUNCTION.					
1 Assistant,	-	-	13 00	-	156 00
NEWMARKET STATION.					
1 Laborer, (sawing wood),	-	-	23 40	-	280 80
DOVER STATION.					
2 Laborers, each,	-	-	27 00		
1 Police Agent,	-	-	10 00	-	120 00
ROLLINSFORD STATION.					
1 Station Agent and Switchman,	-		36 50	-	438 00
GREAT FALLS STATION.					
2 Blacksmiths, each,	-	-	38 50		
3 Laborers, each,	-	-	23 40		
S. BERWICK JUNC. STATION.					
2 Men, sawing and loading wood, &c., each,			23 40		
NORTH DANVERS STATION.					
1 Signal Man,	-	-	18 22	-	218 70
GEORGETOWN STATION.					
1 Laborer,	-	-	23 40	-	280 80
1 " "	-	-	5 00	-	60 00
NEWBURYPORT STATION.					
1 Baggage Master,	-	-	31 50	-	378 00
2 Laborers, each,	-	-	29 25		
MISCELLANEOUS—Boston.					
Alfred Perkins, Wood Agent,	-		90 00	-	1080 00
29 Men, sawing and piling wood, &c.			24 47		
In addition to the above, a Grade Train, employing about 30 men, is run upon the road for two or three months during each year.					
F. Cogswell, President,	-	-	-	-	2700 00
Wm. Merritt, Superintendent,	-	-	-	-	2250 00
H. B. Wilbur, Treasurer,	-	-	-	-	2250 00
2 Treasurer's Clerks,	-	-	-	-	1080 00
4 Clerks in Passenger department,	-	-	-	-	2061 00

Total number of men, 567.

J.
Statement of Free Passages, from June 1, 1861, to June 1, 1862.

	1861. June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	1862. Jan.	Feb.	March.	April.	May.	Total.
Officers and Directors B. & M. Road, and families, - - - - -	41	26	25	31	35	45	36	48	44	38	58	48	475
Officers, Directors and others, on ac- count Connecting Roads, - - -	129	91	68	117	123	135	119	132	125	110	129	135	1413
Contract, - - - - -	21	21	18	24	20	28	16	19	25	16	20	30	258
Complimentary, - - - - -	27	29	29	33	14	17	11	18	23	13	17	18	249
Charity, - - - - -	54	49	10	30	15	27	15	35	29	15	27	20	336
Total, - - - - -	272	216	150	235	207	252	197	252	246	192	251	251	2731

K.

Accidents on Boston and Maine Railroad during the year ending May 31, 1862.

June 22, 1861. Abby Jackson, insane, jumped from the 5.15 P. M. Train from Boston, at Winn's Crossing, (in South Reading), and was instantly killed.

Oct. 22, 1861. John Jaseph, Brakeman, had his arm cut off by falling between the cars while they were in motion.

Oct. 28, 1861. Boy, by name of Wm. E. Morse, of Haverhill, in attempting to get on the Freight Train, while in motion, fell and had both legs cut off.

Nov. 4, 1861. Boy, by name of Edward Keating, in attempting to get on the train while in motion, at Ballardvale, fell and had his foot cut off; died the following day.

Nov. 18, 1861. Luke Hutchinson, conductor of Brick Train, in attempting to unshackle the cars from the engine, while in motion, at Plaistow Brick Yard, fell, and was instantly killed by the cars passing over him.

BOSTON AND MAINE RAILROAD

The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at H. A. BRIDGES in the Town Hall on Wednesday, the tenth day of September next at Ten o'clock A. M. for the election of Directors, and the transaction of any other business which may be brought before them.

By order of the Directors

JAMES G. MERRILL, Clerk

Boston, Aug. 13, 1882

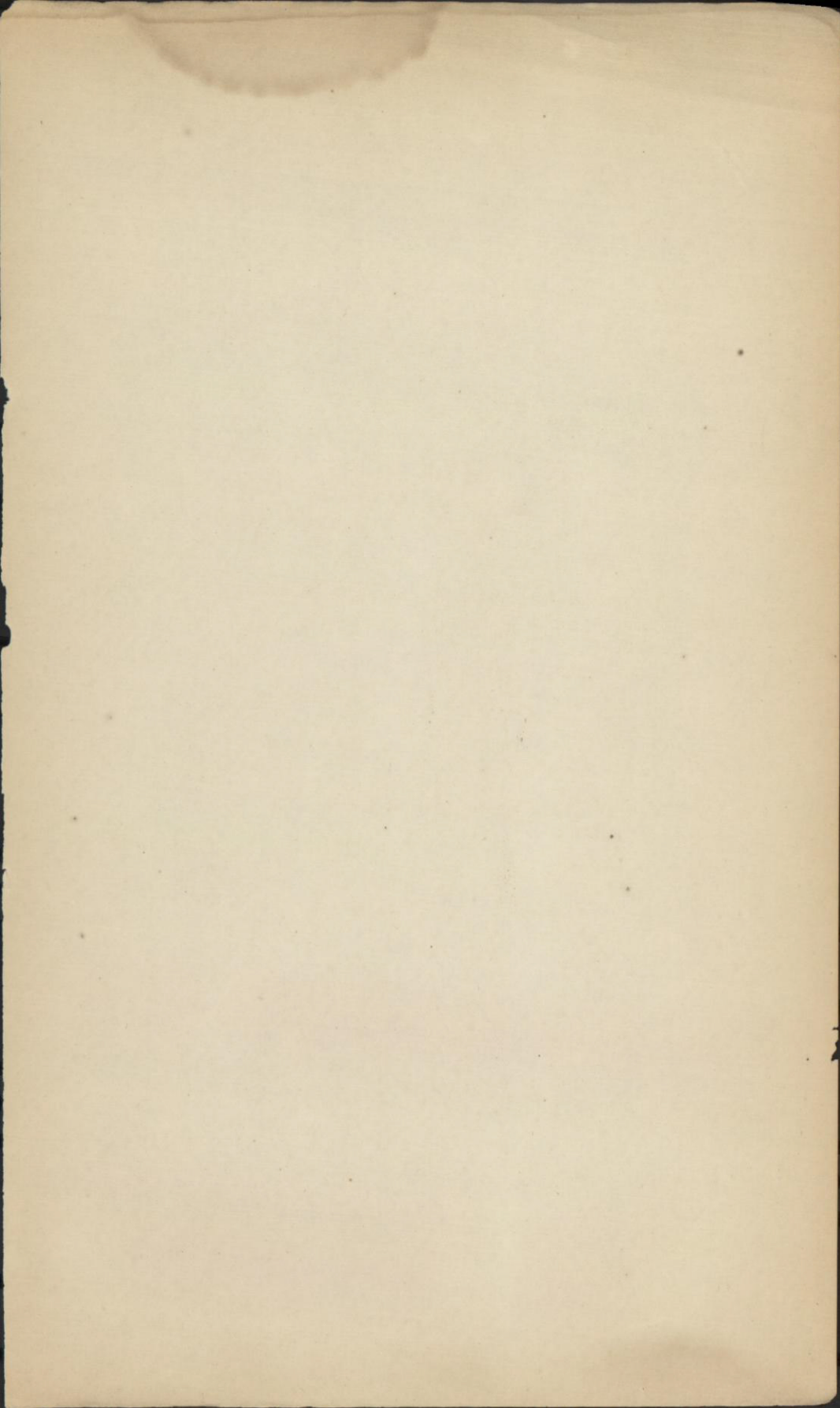
BOSTON AND MAINE RAILROAD.

The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at HAVERHILL, in the Town Hall, on WEDNESDAY, the tenth day of September next, at Ten o'clock, A. M., for the choice of Directors, and the transaction of any other business which may be brought before them.

By order of the Directors,

JAMES C. MERRILL, *Clerk.*

Boston, Aug. 13, 1862.



REPORT

THE DIRECTOR

OF THE

BOSTON AND MAINE FIELD

TO THE STOCKHOLDERS

WEDNESDAY, FEBRUARY 10, 1881

BOSTON

WILLIAM B. BOSTON & SON, BANKERS

100 N. BOSTON STREET

1881

